

havoc Katrina played not only on the 90,000 square miles of the gulf coast, but when it comes to energy and gasoline supply, indeed all of America. In fact there was a world disruption because of that.

In the United States, we consume over 20 million barrels of crude oil a day, nearly 25 percent of the consumption for the entire globe; and yet the United States only has about 3 percent of the world's oil reserves. Worse than that, we import from countries about 60 percent, and these countries are not always our friends. A lot of it comes from the Middle East: Saudi Arabia, Iraq, Iran, Kuwait. We have got some from South America, Venezuela. We all remember last week what Hugo Chavez of Venezuela did to the President when he was down there to give him a warm welcome.

Because energy is a national security risk, I have introduced today, along with the gentleman from New York (Mr. ENGEL) and a number of Republicans and a number of Democrats, the Fuel Choice American Security Act of 2005. And what this bill does is it seeks to get us off Middle East oil by the year 2015. We will not be free from importing oil from around the world; but when it comes to the Middle East, we will be able to say, We can buy from you, but we do not have to buy from you.

Our bill does a number of things. Number one, it sets a goal. It says that by the year 2015 we will have reduced our oil consumption 2.5 million barrels a day. That is a 10 percent reduction and that would get us free from the Middle East.

It also requires that the General Accounting Office scores energy-related bills that we consider on the floor of Congress, and it gives Members of Congress a clear idea does this bill make you more dependent on foreign oil or less dependent; and does it move you closer to that goal of energy or fuel independence by 2015, or does it move it further away.

Secondly, what this bill does is it provides incentives to automobile manufacturers and to consumers to buy more and produce more energy-efficient automobiles. We double the tax credit for the purchasing of hybrids. We encourage automobile manufacturers to use light materials in the manufacturing of their cars. We put money, or incentives into municipalities to move towards the plug-in flexible fuel fleets when it comes to automobile taxicabs and so forth.

We give incentives to gasoline companies so that they will switch pumps so that when a consumer pulls in, they can have their choice of fuels for their automobiles. We also say that when you purchase tires you ought to know how many miles per gallon those tires should help you get. People do not even realize it, but if you inflate your tires right, you get more miles per gallon. And our consumers do not know that.

The third thing our bill does is it increases energy choice by investing

more money into biomass, and that could be any kind of biomass there is. It also takes the import tax off of ethanol from other countries. In Brazil today, 40 percent of the cars run on ethanol. In America, only 3 percent do. Brazil actually has surplus ethanol. We have a goal, we call it E 10 by 10. The gentleman from Minnesota (Mr. GUTKNECHT) is one of the champions of it. It says 10 percent of the gasoline will have ethanol in it by the year 2010. We are in agreement with that.

But the domestic production of ethanol through the corn supply alone will not get us there. We need to have corn, we need to have sugar, we need to have pine needles. We need to have whatever can get us that ethanol supply. But in the mean time, why are we taxing a source of energy from a country like Brazil? What we need to do is take that export tax off there, and that is what our bill does.

And finally, we ask the Federal Government to audit their agencies to figure out what can you do to save gasoline. One example, I will close with this, Mr. Speaker. Think about Saturday mail delivery. We pay 100 percent of the fuel cost to deliver 30 percent of the mail that we do on Monday through Friday. In this day of e-mail, do we really need Saturday mail delivery anymore?

Those are just some of the things the bill does, Mr. Speaker. It does move us towards energy independence by the year 2015, which is what we need. And I thank the gentleman from Texas (Mr. POE) for letting me get in front of him.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Iowa (Mr. KING) is recognized for 5 minutes.

(Mr. KING of Iowa addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

WHO IS IN CHARGE, MEXICO CITY OR WASHINGTON, D.C.?

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. POE) is recognized for 5 minutes.

Mr. POE. Mr. Speaker, when it comes to U.S. immigration policy, who is really in charge? Is it Mexico City or Washington, D.C.?

On almost a daily basis, Mexican officials seem to interfere with the immigration matters and U.S. laws. Mexican officials on both sides of the border are righteously indignant about American policies pertaining to the security of our border. Many American officials are oblivious to the problem as well. There is a continuous moaning and groaning rhetoric complaining we should not prevent illegals from entering the sovereign United States.

I want to make it clear again that I fully support immigration, legal immigration. It is not fair to America, nor is it fair to those who are trying to

enter our country lawfully that every year thousands of people enter our country illegally. We must stop sending the wrong message to the world that we will wink at illegal immigration. It appears to me that the leaders of Mexico give lip service to our immigration and border security laws. Mexico must stop encouraging illegal entry to the United States and the disrespect for the dignity and sovereignty of this country. So I ask, When it comes to U.S. immigration policy, who is in charge? Is it Mexico City or is it Washington, D.C.?

Let me give you some examples. I will start with our open borders. You know, our government does not acknowledge the term open borders or porous borders, but that is exactly what we have. I have recently visited the United States-Mexico border and witnessed firsthand the lax security in place there. It takes very little effort for illegals to cross or hire someone to cross them into the United States and enter this country illegally.

Some estimate that 5,000 people a day cross illegally into our country. Some of them even do it with the help of the Mexican Government. The Foreign Ministry of Mexico distributes a pamphlet called "Guide to Crossing the Border." I have shown this on the floor before. It is produced in English and Spanish, and it is essentially a book of sneaking into the United States. The Mexican consulates encourage this illegal conduct as well. Their purpose is not to help their citizens break American law, but that is what occurs. Passing out these guides is a disgrace to our laws and encourages illegal behavior. This lone act of a document showing people illegally how to come into the United States is a disrespect for America's borders and encourages the daily invasion of illegals into the United States.

So once again I will ask the question, When it comes to United States immigration policy, who is in charge? Mexico City or Washington, D.C.?

Consulates also hand out matricula consular cards which illegals use for identification purposes. This card resembles a driver's license and has become widely accepted as a form of identification to get services at U.S. banks, car dealerships, and American insurance companies. Even in some States they are allowing individuals to purchase or get a driver's license based on this document. The consulate issues these cards to people who are illegally in the United States. This is an absurd policy because these people are in our country illegally, yet we are helping them set up a residence in our country.

The Mexican Government has heavily lobbied the Federal Government of the United States to use these cards as identification cards, but so far the Federal Government does not do so. So Mexican consulates are going to local communities and local governments and trying to get them to accept this document. And some do, unfortunately.